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Geog. Dept.

1947



MINISTRY OF TRANSPORT



SUMMARY TABLE OF STATISTICAL RETURNS

OF

RAILWAYS

OF

GREAT BRITAIN

1946



LONDON: HIS MAJESTY'S STATIONERY OFFICE

1947

SIXPENCE NET

RAILWAYS OF GREAT BRITAIN

(including the Railways of the London Passenger Transport Board) 02957

Year 1946

The appended Tables represent a continuation of the Summary Tables of Statistical Returns for the years 1938 to 1945 inclusive issued by the Ministry of War Transport and published by H.M. Stationery Office last year.

The figures now given for the year 1946 are on a comparable basis with those previously published for the years 1938 to 1945, and continue the record of the more important statistical information relating to the operations of the Railways during and since the war: figures for the years 1938 and 1943 to 1945 are included for convenience of comparison.

REGINALD HILL,

Deputy Secretary,

Ministry of Transport,

June, 1947.

Prefatory Notes

These summary tables follow generally those published on pages 20 to 25 of the Railway Returns issued by the Ministry of Transport in July, 1939, with certain variations consequent upon the altered conditions during the war period. Owing to the suspension of the usual Ministry of Transport statistics in 1939, the details for the years 1943 to 1946 are to some extent estimated; where the war-time statistics are not on a basis strictly comparable with those of the year 1938, the latter have been adjusted as necessary.

Separate tables are given for the London Passenger Transport Board covering the working of the Board's Railway and Road Vehicle passenger traffic.

The following explanatory notes indicate the procedure which has been adopted in the preparation of the Summary Tables:—

Item 1. *Mileage of Lines open for Traffic.*—The 1943–1946 figures represent the actual mileage in respect of the Main Line Companies together with the mileage of minor lines estimated on the basis of the 1938 returns.

The publication of separate figures for the Railway Companies and the London Passenger Transport Board results in the duplication of certain mileage in respect of:—

- (a) lines owned by the Board, but leased to or worked by undertakings included in the main summary table, and
- (b) lines owned by undertakings included in the main summary table but leased to and worked by the Board.

Item 2. *Locomotives.*—The figures include estimates in respect of minor lines, and appropriate adjustment has been made in respect of locomotives loaned to and by the Railway Companies, the War Department, Ministry of Supply, etc., in order to arrive at the totals of "operating stock". The total number of locomotives under or awaiting repair as at 31st December each year is also given, representing locomotives which are undergoing heavy or light repairs.

Item 3. *Rail Motor Vehicles.*—A small number of electric and other passenger-carrying vehicles is operated on the minor lines, and an estimated figure has been included to arrive at the statistics for Great Britain as a whole.

Item 4. *Coaching Vehicles.*—Figures for the war years show the number of vehicles loaned to and by the Companies and the operating stock figures have been adjusted accordingly; statistics of the number of Coaching vehicles under or awaiting repair as at 31st December each year are also shown (see comment under Item 2).

Item 5. *Merchandise and Mineral Vehicles owned.*—As from the year 1939 large numbers of 12-ton wagons were up-plated to 13-tons, and a new heading relating to the tonnage capacity is now given separately for each of the years 1943 to 1946. Information is incorporated in respect of wagons on loan to the War Department, etc., for these years, and statistics showing the number of wagons under or awaiting repair as at 31st December each year are shown (see comment under Item 2); the large increase in the number of wagons under or awaiting repair during and since the war is due to the intensive use of the wagons, the increased average age, and the shortage of skilled labour and materials.

Item 6. *Tonnage Capacity of Wagons.*—The 1943–1946 figures for the Main Line Companies are actual, and estimates for the minor lines have been added.

Item 7. *Containers.*—Statistics have been included in respect of the number of containers, showing also tonnage capacity.

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Item 8. *Service Rolling Stock*.—The figures have been compiled on the basis of Statistical Return II.E of the usual Annual Railway Accounts and Returns (excluding locomotives), and include ballast wagons, ballast brake vans, coal, ash and sand wagons, timber trucks, travelling cranes, &c.

Items 9 and 9a. *Requisitioned Private Owners' Wagons*.—The majority of the privately owned wagon stock of Great Britain was requisitioned in September 1939, and a special computation of the numbers of wagons at the varying tonnage capacities for each year since 1938 has been made by the Railway Clearing House. Estimated figures of the total tonnage capacities have also been included.

Item 10. *Non-requisitioned Private Owners' Wagons*.—The statistics have been prepared from Railway Clearing House records which have been maintained since the war.

Item 11. *Miscellaneous Property—Road Vehicles*.—The figures represent the information scheduled to be prepared by the Companies in Statistical Return III of the usual Annual Railway Accounts and Returns.

Items 12–13. *Horses for Road Vehicles and Horses for Shunting*.—The Main Line Companies' figures have been given, together with estimates for the minor lines for the years 1943–1946.

Item 15. *Docks, Harbours and Wharves*.—This item represents the Main Line Companies' figures for each year, with an estimate in respect of the three minor railways as shown in the 1938 Railway Returns.

Item 16. *Maintenance of Way and Works*.—The figures for the Main Line Companies have been compiled on the basis of Statistical Return X of the usual Annual Railway Accounts and Returns, estimates being included in respect of minor lines subsequent to the year 1938. The large reductions in the quantities of materials used and miles of track renewed during and since the war give a broad reflex of the arrears of track maintenance brought about by the shortage of labour and materials.

Item 17. *Engine Mileage*.—The Main Line Companies' figures have been prepared in the form required by the usual Annual Statistical Return XII—"C", miles run by the Companies' engines—for the years 1943 to 1946, an estimate for minor lines being based on pre-war experience.

Item 18. *Passenger Traffic—Number of Passengers Originating*.—The Statistics as to "Descriptions of travel" i.e., Full Fare tickets, Monthly Return tickets, Excursion tickets, etc., were not published in the Annual Returns for 1938, and the figures have been taken generally from the monthly published statistics of that year. Details for the years 1943 to 1946 inclusive have been prepared by the Main Line Companies, and estimates in respect of minor lines have been incorporated. (The pre-war figures for September 1938/August 1939 have been adopted for the year 1939).

The large variations in Full Fare and Monthly Return, Excursion, etc., journeys are principally due to fluctuating war-time conditions; the heavy increase in journeys under the head of "Other Descriptions" of Passenger Traffic reflects the substantial growth in travel by the Forces at reduced rates. The receipts are to some extent affected by the increases in fares and charges since 1939.

Item 19. *Estimated Passenger Miles*.—The approximate passenger miles shown refer to the Main Line Companies only and are based on broad estimates, the average distances per journey for ordinary and workmen's traffic, for season ticket traffic, and in total, being ascertained by dividing the passenger miles under these headings by the corresponding numbers of passenger journeys.

Item 20. *Freight Traffic Tonnage*.—The figures appearing in the Annual Returns for 1938 have been increased by the addition of the tonnage for livestock. The Main Line Companies' figures for the years 1943 to 1946 inclusive have been increased by an estimate to cover minor lines. The receipts are to some extent affected by the increases in rates and charges since 1939.

Item 21. *Estimated Net Ton Miles*.—These are as worked by the Main Line Companies and include livestock and free-hauled traffic. The 1938 figures covered the traffic originating or passing over the railways, the loaded wagon miles used in the compilation being multiplied by the average load of forwarded and received wagons. With the suspension of the Ministry of Transport statistics in 1939, net ton miles were not compiled, but for the years 1943 to 1946 estimates have been compiled by a shortened method.

The average receipt per ton mile for the years 1943 to 1946 is to some extent affected by the inclusion of free-hauled net ton miles, which were excluded in arriving at the 1938 computation under this head. (Separate free-hauled net ton miles are not available for the years 1943 to 1946.)

Item 22. *Average Wagon load at Starting Point*.—The figures for the years 1943 to 1946 relate to the Main Line Companies only; the inclusion of details for the minor Railways would not materially affect the results, and the 1938 Great Britain figures have accordingly been adopted, for purposes of comparison, without adjustment.

Item 23. *Engine Hours "In Traffic"*.—Annual figures for the war years and subsequently are as compiled by the Main Line Companies, the corresponding statistics for the minor lines being estimated.

Item 24. *Train Miles per Hour*.—The details shown for the war years and subsequently are as compiled by the Main Line Companies; as the exclusion of minor lines from the calculations would not materially affect the results, the 1938 Great Britain figures have been adopted for purposes of comparison, without adjustment.

Item 26. *Number of Wagons forwarded Loaded.*—The figures for the years 1943 to 1946 are as prepared by the Freight Rolling Stock Control Committee of the Railway Executive Committee.

Item 27. *Coal Consumption.*—Separate Passenger and Freight coal consumption figures are not available since the war, and a combined figure has been prepared by the Main Line Companies for the years 1943 to 1946. The increased consumption per Engine Mile since the war is due to a number of factors incidental to war-time conditions, some of the more important being the reduced coaching mileage and hours, with increased freight mileage and hours (see Items 17 and 23) ; substitution of poorer quality coals, and retention in service of locomotives which have exceeded their normal life.

Item 28. *Electrical Working.*—As in the case of the Railway Returns for 1938, figures for the London Passenger Transport Board have been included.

London Passenger Transport Board.

Summary tables of statistics of the London Passenger Transport Board's operations, giving particulars in respect of the working of their railway and road services, are shown in a separate statement.

The figures for railway mileage shown in these tables duplicate certain mileage of lines included in item 1 of the main summary tables. Where applicable, figures for the Joint Lines in which the Board are part-owners have, to the extent of the Board's ownership proportion, been included in the Board's figures.

YEARS 1938 AND 1943 TO 1946 INCLUSIVE.

(The Statistics for the year 1938 are generally as published on pages 20 to 24 of the Railway Returns issued by the Ministry of Transport in July, 1939; the figures for the years 1943 to 1946 are to some extent estimated.)

Particulars.	Unit.	1938.	1943.	1944.	1945.	1946.
1. Mileage of Lines:—						
<i>Lines open for traffic:</i>						
Length of Road—First Truck	Miles.	20,007	19,390	19,880	19,863	19,861
Total Miles of Running Lines (reduced to Single Track)	"	36,740	35,614	36,602	36,579	36,797
Sidings (reduced to Single Track)	"	15,617	15,596	15,276	15,363	15,813
Total of Single Track, inc. Sidings	"	52,357	52,210	52,178	52,142	52,612
2. Locomotives:—						
<i>Traffic Locomotives:—</i>						
<i>Steam Tender Locomotives:</i>						
4 coupled driving wheels	No.	2,230	2,069	2,027	1,968	1,874
6 " " "	"	7,872	8,079	8,163	8,225	8,280
8 or 10 coupled driving wheels	"	1,778	2,017	2,159	2,240	2,444
Total	"	11,880	12,165	12,349	12,433	12,593
<i>Steam Tank Locomotives:</i>						
4 coupled driving wheels	No.	1,820	1,728	1,694	1,661	1,382
6 " " "	"	5,664	5,746	5,740	5,724	5,885
8 " " "	"	276	291	293	292	280
Total	"	7,766	7,765	7,727	7,707	7,707
Steam Locomotives, Grand Total	"	19,646	19,930	20,076	20,140	20,302
<i>Electric Locomotives:</i>						
Steam Locomotives—Empty Weight	Tons	981,122	1,012,113	1,024,041	1,031,556	1,049,465
Average per Locomotive	"	49.94	50.78	51.01	51.24	51.69
Electric Locomotives	No.	13	15	18	20	20
Petrol, Oil and Oil Electric Locomotives	"	43	50	43	48	46
<i>All Locomotives:</i>						
Total owned	"	19,702	19,995	20,137	20,208	20,370
Loans (Net + or -)	"	- 43	+ 598	+ 35	+ 83	+ 8
Operating Stock	"	19,659	20,593	20,172	20,291	20,378
Under or awaiting repair at end of year	"	1,190	1,290	1,257	1,563	1,626
Available	"	18,469	19,303	18,915	18,728	18,752
Locomotives, etc., used exclusively for Departmental purposes	"	60	54	54	54	53
3. Rail Motor Vehicles:—						
Electric—Passenger-Carrying	No.	1,986	2,201	2,225	2,231	2,263
Electric—Freight-Carrying	No.	133,153	146,145	146,027	147,891	150,633
Other than Electric—Passenger-Carrying	No.	126	114	98	81	61
Electric—Non-Passenger-Carrying	No.	6,979	6,141	5,187	4,199	3,009
4. Coaching Vehicles:—						
<i>Passenger Carriages:</i>						
Steam Stock, excluding Sleeping Cars	No.	38,867	36,847	36,332	36,163	35,521
Electric Stock	No.	2,294,721	2,164,461	2,139,425	2,127,501	2,107,700
Sleeping Cars	No.	2,133	2,199	2,188	2,214	2,242
Sleeping Cars	No.	158,843	165,863	166,941	169,091	173,631
Sleeping Cars	No.	380	370	369	369	369
Berths	No.	7,406	7,388	7,346	7,346	7,330
Total Passenger-Carrying Vehicles, including Rail Motors	No.	43,492	41,731	41,212	41,058	40,856
Loans	No.	2,560,806	2,489,908	2,463,826	2,456,651	2,441,997
Operating Stock	No.	—	617	658	—	336
Under or awaiting repair	No.	43,492	41,731	40,554	40,527	40,527
Available	No.	2,669	2,710	3,249	4,362	4,822
Other Coaching Vehicles	No.	40,793	38,404	37,303	36,025	35,697
Loans	No.	18,321	16,380	16,296	16,574	16,512
Operating Stock	No.	—	166	251	173	75
Under or awaiting repair	No.	18,321	16,214	16,045	16,401	16,433
Available	No.	926	997	1,263	1,786	2,367
Available	No.	17,393	15,217	14,782	14,615	14,070
5. Merchandise and Mineral Vehicles owned:—						
<i>Ordinary Wagons.</i>						
Under 8 tons	No.	3,438	3,338	2,596	2,681	2,324
8 tons and under 10 tons	"	36,443	27,734	25,583	22,063	18,406
10 " " " 12 " "	"	144,941	131,854	127,065	115,970	104,150
12 " " " 14 " "	"	357,430	180,119	166,466	161,482	158,133
14 " " " 16 " "	"	18,212	21,663	203,078	235,812	259,787
Over 13 tons and under 20 tons	"	18,212	16,708	15,878	14,834	14,834
20 tons and over	"	34,732	36,142	36,682	35,609	3

* Largely consists of Narrow Gauge Railway Wagons.

† Subsequent to 1938 large numbers of 12-ton wagons were up-plated to 13-tons.

‡ Excludes wagons hired by G.W.R. under a redemption-hire scheme (see item 9).

Particulars.	Unit.	1938.	1943.	1944.	1945.	1946.
6. Tonnage Capacity of Wagons owned (approximate) (excluding Brake Vans) :-						
Total	Tons	7,807,629	8,388,932	8,484,355	8,437,729	8,354,139
Average per wagon	"	12.01	12.35	12.63	12.73	12.84
7. Containers :-						
Number	No.	15,511	17,524	18,375	18,684	18,860
Tonnage Capacity	Tons	31,544	59,081	62,129	63,596	64,248
Average per container	"	3.32	3.37	3.38	3.40	3.41
8. Service Rolling Stock (excluding Service Locos.)	No.	37,701	37,340	37,549	36,466	35,914
9. Requisitioned Private Owners' Wagons :-						
8 tons	No.	—	23,190	22,305	21,849	19,313
10	"	—	266,205	265,395	264,428	251,930
12 & 13 tons	"	—	272,523	273,443	273,938	271,769
14 & 16	"	—	2,125	4,501	5,409	10,291
15 tons	"	—	3,757	3,776	3,774	3,771
*20 tons and over	"	—	14,226	15,671	15,796	15,748
Total	"	—	582,666	585,291	585,194	575,822
Under or awaiting repair	"	—	28,176	39,462	35,740	68,562
Available	"	—	553,890	545,829	529,448	507,260
9a. Tonnage Capacity of Requisitioned Wagons (approx.) :-						
Total	Tons	—	6,627,438	6,689,603	6,696,962	6,634,307
Average per wagon	"	—	11.39	11.43	11.44	11.32
10. Non-requisitioned Private Owners' Wagons	No.	—	26,905	26,381	26,046	24,880
11. Miscellaneous Property :-						
Road Vehicles :-						
Parcels and Goods :-						
Motors	No.	10,428	11,109	11,677	11,174	11,341
Horse Wagons & Carts	"	24,953	23,891	23,735	23,311	24,953
Miscellaneous	"	4,945	6,318	6,631	6,978	7,431
Passenger :-						
Motors	"	171	174	177	181	182
Horse-drawn vehicles	"	—	—	—	—	—
Total	"	40,497	43,692	43,640	43,644	43,889
12. Horses for Road Vehicles	No.	11,216	9,532	8,889	8,628	9,077
13. Horses for Shunting	"	344	241	245	264	238
14. Canals	No.	34	34	34	34	34
Length	Miles	992	994	984	980	976
15. Docks, Harbours and Wharves :- (Length of Quay)	Feet	508,384	507,594	507,434	507,434	507,434
16. Maintenance of Way and Works :- <i>Quantities of Materials Used :-</i>						
Ballast	Cu. yds.	1,750,545	1,218,806	1,215,432	1,202,124	1,386,387
Rails	Tons	221,618	159,013	156,169	170,890	187,764
Sleepers	No.	4,483,832	2,860,573	2,832,510	3,199,072	3,199,401
<i>Miles maintained :-</i>						
Total Running Lines reduced to Single Track	Miles	36,338	36,378	36,361	36,341	36,321
Slidings	"	14,590	14,516	14,488	14,471	14,464
Miles of Track Renewed	"	1,485	1,008	969	1,122	1,179
17. Engine Mileage :-						
Train—Coaching	Miles (thousands)	287,371	204,198	202,052	215,790	236,920
" Freight	"	133,571	156,086	155,041	142,469	136,333
Total	"	420,942	360,284	357,093	358,259	373,433
Shunting—Coaching	"	17,118	15,388	15,615	15,536	15,954
" Freight	"	94,624	111,376	111,438	103,908	100,078
Total	"	111,742	126,764	127,053	119,464	116,032
" Other " Miles (Assisting, Light and Departmental, excluding Service Departmental)	"	52,948	61,724	63,414	60,932	59,232
Grand Total (excluding Service Departmental)	"	585,632	548,772	547,560	538,675	548,717
Grand Total (including Service Departmental)	"	586,108	549,283	548,071	539,137	549,136
18. Passenger Traffic :- <i>Number of Passengers Originating :-</i>						
Full Fares	Journeys (thousands)	77,798	103,808	110,653	116,002	106,346
Monthly Return, Excursion, etc.	"	474,510	372,833	370,494	405,851	389,459
Workmen	"	244,232	332,537	307,430	276,918	257,701
Other Descriptions	"	33,890	267,449	250,328	256,881	147,506
Total	"	830,150	1,036,669	1,039,105	1,053,652	901,102
Season Tickets (on basis of 600 journeys per annum)	"	387,092	257,973	306,234	316,142	364,941
Grand Total	"	1,237,242	1,334,644	1,345,339	1,371,794	1,266,043
<i>Average Receipt for Passenger Journey :-</i> (Main Line Companies)						
Ordinary	s. d.	1 6-47	3 6-20	3 7-16	3 8-70	3 10-40
Workmen	d.	3-68	5-02	4-99	4-99	5-15
Season Tickets	d.	5-19	6-15	6-38	6-39	6-89
All Passenger Journeys	s. d.	11-38	2 0-63	2 1-83	2 3-63	2 2-45
Per Train Mile	"	5 2	14 9	15 10	16 0	13 4

* Excludes 5,150 Wagons (Year 1938) and 973 Wagons (Year 1943) on hire from G.W.R. under a redemption-hire scheme.

† All passenger traffic (including Service travel) except Workmen and Season Ticket.

Particulars.	Unit.	1938.	1943.	1944.	1945.	1946.
19. Estimated Passenger Miles :—						
(Main Line Companies) :						
† Ordinary	No. (millions)	12,550*	23,613	25,531	28,827	22,283
Workmen	"	1,737*	3,015	2,791	2,548	2,405
Season Tickets	"	4,706*	3,645	3,730	3,873	4,501
Total	"	18,993*	32,273	32,052	35,248	29,231
Average Distance per Journey :—						
(Main Line Companies) :						
† Ordinary	Miles	21.92*	38.89	37.42	39.32	36.50
Workmen	"	7.21*	9.46	9.50	9.59	9.72
Season Tickets	"	12.45*	12.37	12.37	12.34	12.42
All Journeys	"	15.94*	25.40	25.12	26.85	23.93
20. Freight Traffic Tonnage (excluding Free-hauled traffic) :—						
Merchandise (Classes 7-21) & Livestock						
	Tons (thousands)	45,595	81,985	87,436	73,519	61,261
Minerals and Merchandise (Classes 1-6)	"	47,380	62,129	54,464	49,792	52,940
Coal Class	"	172,773	156,744	150,663	143,133	148,169
Total	"	265,748	300,858	292,563	266,444	262,370
† Average Receipt per ton—						
(Main Line Companies) :						
Merchandise (Classes 7-21) and Livestock	s. d.	18- 2	28- 7	29- 1	28- 4	27- 9
Minerals and Merchandise (Classes 1-6)	"	5- 3	7-11	7- 7	7- 6	7-10
Coal Class	"	3-11	6- 7	6-10	6-10	7- 0
All Freight	"	6- 7	12- 9	13- 6	12- 9	12- 0
Per Train Mile	"	13- 2	23-10	24- 8	23- 3	22- 3
21. Net Ton Miles Estimated (including Free-hauled traffic) :—						
(Main Line Companies) :						
Merchandise (Classes 7-21) and Livestock						
	Ton Miles (millions)	4,980	9,659	10,275	8,850	7,349
Minerals and Merchandise (Classes 1-6)	"	5,182	5,356	4,502	4,303	4,442
Coal Class	"	8,194	8,343	8,267	8,200	8,868
Total	"	16,266	24,358	24,444	22,023	20,659
Per Train Hour (including Assisting and Light)	Ton Miles	945.84	952.36	933.80	951.32	960.39
Per Shunting Hour	"	859.97	1,096.45	1,097.79	1,063.42	1,034.98
Per Total Engine Hour	"	450.43	509.67	504.59	502.13	498.20
Per Train Mile (Train Load in Tons)	Tons	121.90	156.30	157.69	155.00	151.70
Per Loaded Wagon Mile (Wagon Load in Tons) :	"					
Merchandise (Classes 7-21) and Livestock	"	2.81	3.81	3.95	3.80	3.52
Minerals and Merchandise (Classes 1-6)	"	9.77	10.03	10.02	10.05	9.89
Coal Class	"	9.78	9.53	9.55	9.59	9.70
All Freight	"	5.55	6.01	6.02	5.98	5.99
Per Ton conveyed—(Average length of haul) :	"					
Merchandise (Classes 7-21) and Livestock	Miles	107.49	112.45	112.16	114.92	114.46
Minerals and Merchandise (Classes 1-6)	"	63.49	79.93	83.44	80.13	77.73
Coal Class	"	45.21	55.97	57.75	58.11	56.00
All Freight	"	59.00	76.16	78.64	77.73	73.88
† Average Receipt per Ton Mile :						
(Main Line Companies) :						
Merchandise (Classes 7-21) and Livestock	d.	1.939	2.771	2.820	2.695	2.657
Minerals and Merchandise (Classes 1-6)	"	0.906	1.066	0.983	1.021	1.101
Coal Class	"	0.978	1.306	1.308	1.300	1.362
All Freight	"	1.258	1.835	1.878	1.806	1.767
22. Average Wagon Load at Starting Point :—						
(Main Line Companies) :						
Merchandise (Classes 7-21) and Livestock						
	Tons	2.99	4.12	4.27	4.11	3.82
Minerals and Merchandise (Classes 1-6)	"	9.87	10.49	10.49	10.33	10.37
Coal Class	"	10.37	10.34	10.38	10.43	10.53
All Freight	"	7.28	7.47	7.41	7.44	7.54
23. Engine Hours "In Traffic" :—						
Coaching :						
Train Hours	Hours (thousands)	19,035	15,077	14,999	15,568	16,540
Shunting Hours	"	3,421	3,073	3,121	3,109	3,189
" Other " Hours (excluding Departmental)	"	1,735	1,683	1,738	1,771	1,776
Total	"	24,211	19,835	19,858	20,448	21,505
Freight :						
Train Hours	"	14,598	21,345	21,725	19,167	17,897
Shunting Hours	"	18,920	22,258	22,275	20,769	20,011
" Other " Hours (excluding Departmental)	"	2,619	4,308	4,476	4,064	3,695
Total	"	36,137	47,911	48,476	44,000	41,593
Departmental						
	"	2,526	2,669	2,725	2,704	2,793
Grand Total (excluding Service Departmental)	"	62,874	70,415	71,059	67,152	65,891
Grand Total (including Service Departmental)	"	62,069	70,519	71,163	67,246	65,977
24. Train Miles per Hour :—						
(Main Line Companies) :						
Coaching :						
Per Train Hour	Miles	15.08	13.54	13.48	13.86	14.32
Per Engine Hour	"	11.87	10.28	10.16	10.34	10.99
Freight :						
Per Train Hour	"	9.15	7.32	7.14	7.44	7.64
Per Engine Hour	"	3.70	3.26	3.20	3.24	3.28

* September 1938 to August 1939 inclusive.

† All passenger travel (including Service travel) except Workmen and Season Ticket.

‡ Subsequent to the year 1938 the receipts include Wagon Hire on heavy mineral and coal class traffic conveyed in private owners' wagons under requisition.

Particulars	Unit.	1938.	1943.	1944.	1945.	1946.
25. Wagon Miles :—	No.					
Loaded	(millions)	3,003	4,032	4,064	3,683	3,447
Empty	"	1,492	1,392	1,427	1,237	1,205
Total Loaded and Empty	"	4,495	5,444	5,491	4,940	4,652
Percentage Loaded	%	66.80	74.44	74.00	74.56	74.10
per Engine Hour :—						
Train (including Assisting and Light) ..	Wagon miles	261.10	212.85	209.76	213.40	216.51
Shunting	"	237.61	245.03	246.60	238.55	233.27
Total Engine Hour	"	124.40	113.91	113.35	112.64	112.29
per Train Mile (Number of wagons per train) :—						
Loaded	Wagons	22.49	26.00	26.21	25.92	25.33
Empty	"	11.18	8.93	9.21	8.83	8.86
Total Train Mile	"	33.67	34.93	35.42	34.77	34.19
26. Number of Wagons Forwarded Loaded :—	No.					
Merchandise and Other Minerals	(thousands)	—	29,303	28,722	26,101	25,119
Livestock	"	—	349	315	335	345
Coal	"	—	15,416	14,723	14,055	14,302
Total	"	—	45,068	43,762	40,511	39,766
27. Coal Consumption :—						
Steam Train Working—Coaching and Freight combined—						
per Engine Mile	Lbs.	52.50	62.67	64.35	64.21	64.31

**Summary Table of Statistical Returns relating to the
Electrical Working of the Railways of Great
Britain (including the Railways of the
London Passenger Transport Board).**

YEARS 1938 AND 1943 TO 1946 INCLUSIVE.

Particulars.	Unit.	1938.	1943.	1944.	1945.	1946.
28. Electrical Working :—						
Total Single Track, including Sidings ..	Miles	2,458	2,696	2,697	2,697	2,707
Train Miles :—	Miles					
Passenger Trains	(thousands)	79,878	62,727	62,311	65,706	73,344
Freight Trains	"	3	45	53	92	112
Total number of low tension units of electricity used	L.T. Units (thousands)	1,179,464	1,032,619	1,080,121	1,147,567	1,283,220

**Summary Table of Statistics
of London Passenger Transport Board
(including the Board's ownership proportion of the statistics relating to
Joint Line Railways).**

YEARS 1938 AND 1943 TO 1946 INCLUSIVE.

Particulars.	Unit.	1938.	1943.	1944.	1945.	1946.
Mileage of Routes :—						
Board's Railways open for traffic	Route Miles	180	183	183	183	188
Run over by Board's Trains	" "	204	220	220	220	226
Run over by Board's Buses and Coaches ..	" "	2,434	2,566	2,560	2,572	2,608
Run over by Board's Trams	" "	155	102	102	102	102
Run over by Board's Trolleybuses	" "	214	253	253	253	253
Mileage of Lines :—						
Total Single Track, including sidings, open for traffic :—						
Railways	Miles	514	520	520	520	531
Trams	"	326	213	213	213	213
Passenger Vehicles :—						
Railways—						
Electric stock—	No.	1,562	2,011	2,011	1,996	1,997
Motor vehicles	"	1,857	1,713	1,714	1,646	1,594
Carriages	"	74	71	71	71	71
Steam stock—	"					
Carriages	"	3,493	3,795	3,796	3,713	3,662
Total	"	6,338	6,045	6,074	6,606	7,027
Buses and Coaches	"	1,519	1,034	1,049	1,006	913
Trolleybuses	"	1,200	1,762	1,743	1,747	1,747
Other Vehicles :—						
Railways—						
Road (including from 1943 onwards, Buses and Coaches used temporarily as Ambulances)	"	550	511	509	509	509
Total	"	502	932	934	759	614
Service Miles run by the Board's Vehicles :—						
Railway Train Miles	Thousands	31,248	25,672	25,236	25,341	27,129
Car Miles—						
Railways	"	171,254	162,660	159,974	161,963	175,852
Buses	"	238,379	186,491	193,271	205,772	262,604
Coaches	"	27,765	27,765	27,765	27,765	27,765
Trams	"	65,873	29,606	27,902	28,231	32,079
Trolleybuses	"	45,508	66,365	65,268	66,178	74,798
Total	"	568,782	445,122	446,415	463,146	561,027

Particulars.	Unit.	1938.	1943.	1944.	1945.	1946.
Passenger Journeys Originating :—						
Railways :						
Ordinary	Thousands	327,237	355,549	370,889	422,864	434,464
Workmen	"	83,514	72,960	73,280	71,359	75,149
Season Tickets	"	81,062	60,860	64,213	67,028	79,532
Total	"	491,753	489,369	508,392	561,451	589,145
Buses	"	2,181,877	1,960,424	1,895,347	2,089,974	2,486,849
Coaches	"	23,486	—	—	—	17,011
Trams	"	603,893	260,923	239,600	260,179	290,886
Trolleybuses	"	471,365	752,504	716,628	764,892	889,178
Grand Total	"	3,772,374	3,463,220	3,360,967	3,676,496	4,279,069
Estimated Passenger Miles :—						
Railways	Thousands	*2,297,062	2,493,920	2,540,316	2,791,263	3,020,016
Buses	"	*1,034,202	4,420,853	4,252,212	4,744,937	5,372,027
Coaches	"	* 237,636	—	—	—	242,331
Trams	"	* 932,603	581,994	522,222	538,122	635,844
Trolleybuses	"	*1,198,023	1,804,516	1,693,016	1,811,313	2,111,283
Total	"	*8,759,526	9,301,283	9,007,766	9,905,635	11,590,501
Average Distance per Passenger Journey :—						
Railways	Miles	* 4.705	5.096	4.997	4.972	5.141
Buses	"	* 1.832	2.255	2.242	2.270	2.241
Coaches	"	* 12.000	—	—	—	14.246
Trams	"	* 1.888	2.231	2.180	2.145	2.142
Trolleybuses	"	* 2.003	2.398	2.362	2.368	2.374
All Journeys	"	* 2.301	2.686	2.680	2.694	2.709
Average Receipt per Originating Passenger Journey						
	d.	1.908	2.529	2.557	2.579	2.575

* September, 1938 to August, 1939, inclusive.

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